FACT SHEET

U.S. Airmen load a rocket onto a jet fighter in preparation for combat.

Aircraft of the Korean War

Aircraft of the U.S. Air Force
Fighters and Fighter-Bombers

Lockheed F-80. The Shooting Star was the U.S. Air Force's (USAF's) first operational jet fighter, making its first flight in January 1944. It operated extensively in Korea in a ground attack role and as the RF-80 reconnaissance plane. Although technically obsolete, on Nov. 8, 1950, it bested the MiG-15 in the world's first jet-versus-jet air combat when Lieutenant Russell Brown shot down the swept-wing MiG. Powered by a 4,600-pound, static-thrust Allison J33 engine, the F-80 did remarkable work at a variety of tasks in Korea.

Lockheed F-94. A development of the T-33, in turn a development of the F-80, the F-94 was a two-place night fighter first flown in 1949. (A later version, the F-94C, was called the Starfire.) The power plant was an Allison J33 of 6,000 pounds of thrust in afterburner. Because it carried a highly secret airborne radar system, F-94s were at first not permitted to fly deep into enemy territory. Ironically, the F-94's radar was not very effective on night missions against MiGs, although a victory was scored late in the war. The major task of the F-94 was to protect Korean air bases against enemy intruders.

North American F-51. The single-seat Mustang was first flown in 1940; many consider it to have been the premier piston-engine fighter of World War II. It was especially valuable in Korea because it could

be employed from rough South Korean airfields. Powered by a 1,695-horsepower, liquid-cooled, Packard-built Rolls-Royce Merlin power plant, the F-51 proved a capable ground attack and reconnaissance aircraft, the latter as the F-6/RF-51D.

North American F-82. Called the Twin Mustang, the F-82 appeared to be essentially two halves of an F-51 joined together with a wing center section and horizontal stabilizer. Its design was actually more specialized than it appeared. The aircraft first flew in 1945, intended for use as an ultra–long-range escort fighter and as a night fighter. F-82s gained the first victories for the USAF in Korea, when they shot down two Yak-9s on June 27, 1950. The F-82s were powered by two 1,600-horsepower Allison V-1710 engines. Used initially for air and ground counterattack work, their importance as night fighters caused them to be withdrawn for defense purposes until a shortage of spare parts forced their retirement.

North American F-86. The North American F-86 Sabre incorporated much German research into its design, employing a 35-degree swept wing and automatic leading edge slots. Flown for the first time in October 1947, the Sabre survived many initial problems to become the premier USAF fighter of the Korean War. The first model to see combat, the F-86A, was powered by a 5,270-pound, static-thrust General Electric J47 engine. Later F-86s were more powerful and were used both for air-to-air and ground support. The F-86F, with a 5,970-pound, static-thrust J47 engine and the " 6-3" wing had superior high-altitude performance. In combat, F-86s destroyed 792 MiGs while suffering 110 losses. The RF-86 was used for reconnaissance.

Republic F-84. The Thunderjet was first flown in February 1946 and arrived in Korea in December 1950. Initially assigned as escorts for the B-29s, the F-84s soon gained fame in ground attack operations. Powered by a single 5,000-pound, static-thrust Allison J35 engine, the F-84's heavily laden takeoffs from Korean airfields were sometimes augmented by the use of jet-assisted takeoff, or JATO. In a jet-assisted takeoff, a pack of rockets attached to the fuselage centerline was ignited to add speed for liftoff and then jettisoned as soon as the rocket thrust was exhausted. F-84s were used to attack enemy airfields and even large targets such as irrigation dams. Although unable to cope with the MiG-15 at high altitude, the F-84s were more effective at medium or low altitudes and scored several kills. RF-84s were used for reconnaissance.

Bombers

Boeing B-29. The Superfortress first flew in September 1942. It contributed substantially to the victory over Japan. The B-29 was recalled to service for the Korean War, when many aircraft were plucked from storage and refurbished. Powered by four Wright Cyclone R-3350 engines, B-29s were effective as day bombers until the appearance of the MiG-15. Thereafter, it was confined to night bombing against strategic and tactical targets, flying all but 21 days during the entire three years and one month of the war. In 21,000 sorties, B-29s dropped 167,100 tons of bombs and claimed 16 MiGs and 17 other fighters shot down. At least 16 B-29s were shot down over North Korea, and as many as 48 were lost in crash landings or written off because of heavy damage after returning to base.

Superfortresses were also used as reconnaissance, weather and rescue aircraft. The KB-29 was used to refuel RF-80 fighters and F-84 Thunderjets.

Douglas B-26. Originally designated the A-26, the Invader first flew in July 1942, but a protracted development period kept it out of combat until

Air Force Aircraft Specifications

	Span	Length	Height	Gross Weight (pounds)	Top Speed (mph)	Range (miles)	Ceiling (feet)
Fighter Specifications:							
Lockheed F-80	39' 11"	34' 6"	11' 4"	16,856	580	1,380	42,750
Lockheed F-94	38' 11"	40' 1"	12' 8"	16,844	606	905	48,000
N.A. F-51	37' ¼"	32' 3"	8' 8"	11,600	437	950	41,900
N.A. F-82	51' 3"	42' 5"	13' 10"	25,891	461	2,250	38,900
N.A. F-86A	37' 1"	37' 6"	14' 8"	16,357	672	785	48,300
N.A. F-86F	37' 1"	37' 6"	14' 8"	17,921	690	1,270	50,000
Republic F-84	36' 5"	38' 5"	12' 7"	23,525	613	1,500	43,230
Bomber Specifications							
Boeing B-29	141' 3"	99' 0"	29' 7"	137,500	364	4,200	32,000
Douglas B-26	70' 0"	50' 0"	18' 6"	35,000	355	1,400	22,100
N.A. RB-45	96' 0"	75' 11"	25' 2"	110,721	570	2,530	40,250
Transport Specifications							
Curtiss C-46	108' 1"	76' 4"	21' 9"	56,000	269	1,200	27,600
Douglas C-47	95' 6"	63' 9"	17' 0"	26,000	230	1,600	24,000
Douglas C-54	117' 6"	93' 10"	27' 6"	62,000	265	2,000	22,000
Douglas C-124	173' 3"	127' 2"	48' 3"	175,000	298	6,280	22,050
Fairchild C-119	109' 3"	86' 6"	26' 6"	72,700	281	1,630	21,580
Reconnaissance/Observation Planes/Rescue Specifications							
(Boeing RB-17	103' 9"	74' 4"	19' 1"	65,500	287	2,000	35,600
Boeing RB-50	141' 3"	99' 0"	32' 8"	168,400	385	4,650	37,000
Convair RB-36	230' 0"	162' 1"	46' 8"	328,000	381	8,000	42,500
Grumman SA-16	96' 8"	61' 3"	25' 10"	35,700	236	2,850	21,500
N.A. AT-6G	42' 0"	27' 9"	14' 0"	5,200	207	665	24,100

1944. Its performance during the war was exceptional, but after the war the type was gradually retired. The 26 Invaders in Japan proved to be invaluable in a night interdiction role, and it fell to the B-26 to fly the first and the last bombing missions of the Korean War. Powered by Wright R-2800 engines, Invaders flew some 55,000 sorties and were credited with the destruction of 38,500 vehicles, 3,700 railway cars and 406 locomotives. The Invader would again see service in Vietnam.

North American RB-45. The Tornado was the first USAF four-jet bomber, making its first flight in March 1947. The RB-45 reconnaissance version used in Korea first flew in April 1950. It was powered by four 5,200-pound, static-thrust General Electric J47 jet engines. The Tornado carried out risky night reconnaissance missions over North Korea. Only a small number of RB-45s were available and, although they were not adequately supported logistically, they did yeoman work.

Transports

Curtiss C-46. A derivative of a commercial passenger transport, the first Commando prototype flew in March 1940. The Commando was a radical departure from previous Curtiss transport designs and performed exceptionally well in the " Hump" supply operation during World War II. The C-46 was powered by two 2,000-horsepower Pratt & Whitney R-2800 engines and was operated both by the USAF and by civil operators. It served again in Southeast Asia during the Vietnam War.

Douglas C-47. Officially known as the Skytrain, but more affectionately referred to as the "Gooneybird," the C-47 served as well in Korea as it had done during World War II and would do so again during the Vietnam War. First flown as the Douglas Sleeper Transport (DST) in December 1935, and produced by the thousands during World War II, the C-47 was powered by two 1,200-horsepower Pratt & Whitney R-1830 engines. It was and is a classic aircraft. The U.S. Navy operated it as the R4D.

Douglas C-54. Originally designed as the DC-4A passenger transport, the C-54 was quickly adopted for military use and served brilliantly in World War II and during the Berlin Airlift. A C-54 was the first USAF aircraft destroyed in the Korean War, when strafed at Kimpo Airfield on June 25, 1950. The C-54 was powered by four 1,290-horsepower Pratt & Whitney R-2000 engines and was a Military Air Transport Service workhorse throughout the war. The U.S. Navy operated similar aircraft like the R5D.
Douglas C-124. The Globemaster II first flew on 27 Nov.27, 1949. Production models were fitted with "corn-cob" Pratt & Whitney R-4360 engines, and "Old Shakey," as it was affectionately called, soon became the premier U.S. heavy transport. While only 447 C-124s were produced, they were ubiquitous and also served well in the Vietnam War.

Fairchild C-119. The Fairchild C-119 Flying Boxcar was a development of the earlier C-82. Distinguished by its twin-boom, podded fuselage layout, the C-119 first flew in November 1947. It was powered by the new and trouble-prone Pratt & Whitney R-4360 in some versions and by the Wright R-3350 in others. Despite logistics problems that kept monthly flying time averages low, the C-119 worked well in Korea, dropping supplies, paratroops, and outsize equipment that included artillery, vehicles and 2-ton bridge spans. No one envisioned that it would one day be modified as a "gunship."

A B-26 Invader drops its load.

A pair of F-51 Mustangs fly in low on a bombing run.

Reconnaissance/Observation Planes/Rescue

(Note: There were reconnaissance versions of the B-26, B-29, B-45, F-51, F-80, F-84 and F-86, all of which are described earlier. In a similar way, there were rescue versions of many aircraft including the SC-47, SB-17G and SB-29A.)

Boeing RB-17. The Boeing B-17 Flying Fortress was adapted for photographic mapping, reconnaissance, and, as the SB-17, for rescue work. First flown in July 1935, the B-17 went on to become a workhorse of the Second World War. Powered by four 1,200-horsepower Wright Cyclone R-1820 engines, the RB-17 operated for three months in 1950 before being replaced.

Boeing RB-50A. An uprated version of the B-29, the RB-50A was used for strategic reconnaissance. First flown in June 1947, it was powered by four Pratt & Whitney R-4360 engines.

Convair RB-36. The huge six-engine Peacemaker was also used for strategic reconnaissance. As with the RB-50A, the RB-36 operated out of Yakota, Japan, by the 91st Strategic Reconnaissance Squadron. The XB-36 prototype was first flown in August 1946 and was powered by six Pratt & Whitney R-4360 engines.

Grumman SA-16. The Albatross first flew in October 1947. It saw service with the USAF, U.S. Navy and the Coast Guard. A traditional “Iron-works” product, the Albatross had two 1,425-horsepower Wright R-1820 engines to pull it off the rough seas, on which it could land.

North American AT-6G. The famed Texan trainer found a new life in Korea as a forward air controller (FAC). Operating under the Mosquito call-sign, T-6s performed invaluable work. Its Pratt & Whitney R-1340 engine was rated at 600 horsepower. The airplane was also operated as the LT-6G in Korea. The Navy SNJ version was also operated as a FAC.

Aircraft of the U.S. Navy and Marine Corps

Chance Vought F4U-4/AU-1. The Corsair was in production longer than any other U.S. fighter of World War II, and it proved to be a rugged, reliable ground attack aircraft in Korea. The prototype of the F4U first flew in May 1940, and the last Corsair left the Vought plant in December 1952, destined for the French naval air arm. Powered by a 2,100-horsepower Pratt & Whitney R-2800, the F4U could carry

a huge and widely varied armament load. The Vought AU-1 was designed specifically for ground support work.

Consolidated PB4Y (PB4Y-2). One regular squadron and two reserve squadrons operated Privateers in Korea, where they were used for electronic intelligence gathering and flare-dropping missions. Powered by four 1,350-horsepower Pratt & Whitney R-1830 engines, the Privateers were a development of the famous Liberator of World War II.

Douglas AD. The famous Skyraider was the product of Ed Heinemann's genius and would serve well in Korea and subsequently during the Vietnam War. Powered by a Wright R-3350 piston engine, it appeared in a number of models specialized for specific roles. Its ability to carry a wide variety of ordnance, ranging from rockets to napalm to depth charges ensured that it saw almost continuous combat. Many consider it to be the best close-support aircraft of the Korean War, and it served in several variants.

Douglas F3D. The Skyknight was one of the least pugnacious looking warplanes of all times, but it would have a distinguished career that extended beyond Korea into Vietnam. The first flight of the prototype took place in March 1948. Production models, powered by Westinghouse J34 engines, had a surprisingly good performance that belied their looks. On Nov. 2, 1952, one downed an enemy jet (identified as a Yak-15), the first time one jet fighter had destroyed another on a night interception.

Ultimately, the Skyknight (or " Blue Whale," as it was known to its crews) was credited with the destruction of more enemy aircraft than any other U.S. Navy or Marine Corps type.

Grumman AF-2. The little-remembered " Guardian" was a development of the hunter/killer antisubmarine warfare teams initiated with the Grumman TBM Avenger. A midwing monoplane (similar to its ancestor the F4F), the Guardian was powered by a 2,400-horsepower Pratt & Whitney R-2800 engine. Several squadrons flew the AF-2 between March 1951 and May 1953 during the Korean War.

Grumman F6F-K. Designed as an antidote to the Japanese Zero in World War II, the Grumman F6F-K Hellcat soldiered on as a pilotless guided bomb (today an "uninhabited aerial vehicle") in Korea. Equipped with a television camera and carrying a 2,000-pound bomb, it was guided to its target by a Douglas AD aircraft. All six Hellcats committed to the theater were expended on high-value targets. In effect, they were early smart bombs.

Grumman F7F. The handsome Tigercat arrived too late to see combat in World War II, despite having made its first flight in November 1943. It was the first Navy fighter to have tricycle landing gear and was powered by two Pratt & Whitney R-2800 engines. The last of 364 Tigercats was delivered in November 1946. Two Marine Corps squadrons used F3F-3N variants as ground support and night fighters in Korea from September 1951 through November 1952.

Grumman F9F-2. The Panther was first flown in November 1947 and would prove to be as rugged and capable an aircraft as the previous piston-engine fighters from Grumman. Powered by a Pratt & Whitney J42 engine (essentially a Rolls-Royce Nene built under license) of 5,750 pounds static thrust, on July 3, 1950, the Panther was the first U.S. Navy jet ever in combat, flying off the *USS Valley Forge*. On Nov. 9, 1950, an F9F became the first Navy aircraft to shoot down a MiG–15. (Ironically, the MiG was also powered by a license-built version of the Nene.) Several variants of the Panther were used in Korea.

Grumman TBM. The classic Avenger torpedo plane of World War II was pressed into service in a variety of roles, including airborne early warning, anti-submarine warfare and general utility.

Powered by a 1,750-horsepower Wright R-2600 engine, the Avenger (all manufactured by General Motors) performed excellently, but was unsung, in Korea.

U.S. Navy and Marine Corps Aircraft Specifications

Aircraft Specifications:

	Span	Length	Height	Gross Weight (pounds)	Top Speed (mph)	Range (miles)	Ceiling (feet)
C. Vought F4U-4	41' 0"	33' 8"	14' 9"	14,670	446	1,005	41,500
Consol. PB4Y-2	110' 0"	74' 7"	29' 1½"	60,000	249	2,630	18,300
Douglas AD-2	50' ½"	38' 2"	15' 7½"	18,263	321	915	32,700
Douglas F3D	50' 0"	45' 5"	16' 1"	27,681	565	1,540	38,200
Grumman AF-2	60' 8"	43' 4"	16' 2"	25,500	317	1,500	32,500
Grumman F6F-K	42' 10"	33' 10"	14' 5"	12,000	375	1,500	39,900
Grumman F7F-3N	51' 6"	45' 6½"	13' 9"	21,857	447	1,750	40,600
Grumman F9F-2	38' 0"	37' 3"	11' 4"	19,494	575	1,353	44,600
Grumman TBM	54' 2"	40' 0"	16' 5"	18,250	267	1,130	23,400
Lockheed P2V	100' 0"	77' 10"	28' 1"	63,078	320	3,985	26,000
Martin PBM-5	118' 0"	79' 10"	27' 6"	56,000	215	2,700	20,200
Martin P4M	114' 0"	84' 0"	26' 1"	83,378	415	3,800	34,600
McDonnell F2H-2	44' 10"	40' 2"	14' 6"	22,312	575	1,475	44,800
N.A. AJ-2	71' 5"	63' 1"	21' 5"	50,963	449	1,723	40,800

Lockheed P2V. The Lockheed Neptune served as a search and reconnaissance patrol plane, its presence heralding the ultimate demise of the traditional flying boat in that role. Powered by two Wright R-3350 engines, the Neptune had a remarkable range and carried a wide variety of ordnance.

Martin PBM-5. The beautiful gull-wing Martin Mariner flying boat had a distinguished career during World War II and soldiered on in Korea. Powered by two 2,100-horsepower Pratt & Whitney R-2800 engines, the Mariner was effective in a wide range of activities that included rescue, routine maritime patrol, detecting and destroying minefields, and, when the situation demanded, engaging in shootouts with enemy anti-aircraft batteries.

Martin P4M. The Mercator was unusual in that it had two 3,000-horsepower Pratt & Whitney R-4360 piston engines and two Allison J33 4,600-pound, static-thrust jet engines. The piston and jet engines were paired in a clean cowling installation that gave the airplane the appearance of having only two engines. Mercators were used for highly-classified, intelligence-gathering missions.

McDonnell F2H. The Banshee was a development of the successful Phantom, McDonnell's first jet fighter, and it first flew in January 1947. The Banshee first saw service in Korea aboard the carrier *Essex*, entering combat on Aug. 23, 1951. During the next two years, Banshees operated both from carriers and from P'ohang Airfield in Korea. Powered by two 3,250-pound, static-thrust Westinghouse J34 turbojets, the Banshee had an excellent high-altitude performance. It was also used as the F2H-2P photo reconnaissance aircraft.

North American AJ-1. The Savage was initially designed as the U.S. Navy's atomic bomber. Powered by two Pratt & Whitney R-2800 piston engines, with an Allison J33 jet engine in the tail to boost speeds over short distances, the XAJ-1 was first flown in July 1948. About 140 AJ-1 and AJ-2 aircraft were procured, of which some 30 were AJ-2P reconnaissance aircraft that were operated by squadron VJ-61.

Aircraft of the U.S. Army

Cessna L-19. The Cessna L-19 Bird Dog was used in both the Korean and Vietnam Wars as a liaison aircraft and forward air controller (FAC). Powered by a 213-horsepower, air-cooled Continental engine, the Bird Dog was easy to fly and reliable. More than 3,000 were procured for the U.S. Army.

de Havilland L-20. The Beaver entered the Korean War late but proved to be a superb liaison aircraft and also served later in Vietnam. The rugged bush-born Beaver's wide landing gear made it useful in off-field applications. (In 1962 the L-20 was designated the U-6.)

North American/Ryan L-17. The classic Navion was used extensively in the Far East during the Korean War for troop and VIP transport, aeromedical evacuation, and reportedly, on some occasions, even for ground attack. It was later redesignated U-18.

Piper L-4A. A derivative of the famous Piper Cub, the L-4A served with distinction in both World War II and Korea. About 5,375 were built for the Army in various models from 1941 on; they were powered by a variety of engines ranging from 65-horsepower Franklins to 100-horsepower Lycomings.

Stinson L-5E. The Sentinel was a development of the civil Stinson 105 Voyager. Sentinels were used from the start of the Korean War, and one ferried South Korean President Syngman Rhee from Seoul when the North Koreans attacked. Substantially larger and more powerful than the L-4s, the L-5 had a 185-horsepower Lycoming engine and could be equipped to carry a stretcher for wounded.

Aircraft of Great Britain

Auster A.O.P.6. Descended from the U.S.-designed Taylorcraft, the Auster A.O.P.6 was first produced in 1945. Powered by a 145-horsepower de Havilland Gipsy Major engine, it was used in small numbers during the Korean War as a liaison plane.

Fairey Firefly. The Firefly flew its first combat sortie in Korea from the decks of the light-fleet carrier *HMS Theseus*, continuing a distinguished combat record that had begun in World War II. Mark 5 Fireflies of the Fleet Air Arm (FAA) were powered by a 2,245-horsepower Rolls-Royce Griffon engine. Six FAA squadrons used the Firefly, which was noted for its reliability and high sortie rate.

Handley Page Hastings. First flown on May 7, 1946, the Hastings was powered by four 1,675-horsepower Bristol Hercules radial engines. The Royal Air Force procured a

U.S. Army Aircraft Specifications

Aircraft Specifications:

	Span	*Length*	*Height*	*Gross Weight* (pounds)	*Top Speed* (mph)	*Range* (miles)	*Ceiling* (feet)
Cessna L-19	36' 0"	25' 10"	7' 4"	2,100	135	600	18,500
de Havilland U-6	48' 0"	30' 4"	9' 0"	5,100	163	690	20,000
N.A./Ryan L-17	33' 5"	27' 6"	8' 8"	2,905	155	650	15,600
Piper L-4	35' 3"	22' 4"	6' 8"	1,220	110	230	13,500
Stinson L-5E	34' 0"	24' 1"	7' 11"	2,020	130	425	15,800

Royal Air Force Aircraft Specifications

Aircraft Specifications:

	Span	Length	Height	Gross Weight (pounds)	Top Speed (mph)	Range (miles)	Ceiling (feet)
Auster A.O.P.6	36' 0"	23' 9"	8' 4½"	2,160	124	315	14,000
Fairey Firefly	41' 2"	37' 11"	14' 4"	16,096	386	1,300	28,400
H.P. Hastings	113' 0"	82' 8"	22' 6"	80,000	348	1,690	26,540
Hawker Sea Fury	38' 4¾"	34' 8"	15' 10½"	12,500	460	700	41,000
Short Sunderland	112' 9½"	85' 4"	32' 10½"	60,000	213	2,880	17,900
Supermarine Seafire	36' 0"	33' 7"	12' 9"	11,615	452	400	43,100

total of 147 Hastings, and they were used for transport and medical evacuation duties in Korea.

Hawker Sea Fury. The Fleet Air Arm's last piston-engine fighter, the Sea Fury, may still be seen each year at the Reno Air Races, contending for the top position with Mustangs and Bearcats. Derived from the World War II Hawker Tempest, it was powered by a 2,550-horsepower Bristol Centaurus engine. The Sea Fury went into action from the *HMS Theseus* and fought with distinction throughout the entire Korean War, being used in conjunction with the Fairey Firefly in close-air support duties. The Sea Furies mixed up in air-to-air combat with MiG-15s and, although several Sea Furies were shot down, they destroyed a number of communist aircraft.

Short Sunderland GR.5. The famous Flying Porcupine of World War II served in two Royal Air Force squadrons, 88 and 209, in Korea. The Sunderland performed many roles, but starred in rescue work. Powered by four Pratt & Whitney R-1830 Twin Wasp 1,230-horsepower engines, the Sunderland was a welcome sight to a downed aviator.

Supermarine Seafire. A derivative of the immortal Battle of Britain Spitfire, the Seafire operated off the *HMS Triumph* during the early months of the war, when Seafires flew 360 sorties. The Seafire Mk 47 was powered by the Rolls-Royce Griffon engine of 2,375 horsepower and equipped with four 20-mm guns and eight 60-pound air-to-ground rockets.

Aircraft of Other United Nations Command Nations and the Republic of Korea Air Force

A variety of aircraft were operated by the various U.N. allies. The Republic of Korea Air Force flew L-19A and T-6 FAC aircraft and F-51D fighters. It also had a few Tachikawa 55 trainers left behind by the Japanese. The Turkish Army used the Piper L-18B for artillery spotting. The Royal Australian Air Force flew Gloster F.8 Meteor fighters. The South African Air Force flew F-51Ds and F-86Fs.

Gloster F.8. The Meteor was Great Britain's first operational jet fighter and was used in World War II against the V-1 buzz bomb. The Mk.8 Meteor first flew in October 1948 and had a longer fuselage. Powered by two Rolls-Royce Derwent engines of 3,600-pound static thrust, the Meteor engaged in some air-to-air combat, but was primarily dedicated to ground support.

Piper L-18. An upgraded version of the classic Piper L-4, the L-18 was furnished to the Turkish Air Force under the Mutual Security Program.

Tachikawa Ki 55. Many Japanese aircraft, left behind after World War II, were used in Indochina, Thailand and Korea. The Tachikawa was a pleasant-looking, pleasant-flying trainer, powered by a 510-horsepower Hitachi radial engine.

Helicopters of United Nations Forces

Bell H-13. The Bell H-13 was the first Army model of the classic Bell Model 47 helicopter. It was later called the Sioux. The H-13 went through a long development process as it was adapted to task after task. It is most remembered for its medical evacuation work. It was powered by a 265-horsepower Avco Lycoming flat six engine.

Hiller H-23. The Raven was developed for training and observation work and was powered by a variety of engines, with the early models using a 178-horsepower Franklin engine. The Raven was distinguished by its bubble canopy and sharply canted tail boom.

Piasecki HRP-1/-2. Immediately nicknamed the "fly-

Other U.N. and Republic of Korea Aircraft Specifications

Aircraft Specifications:

	Span	Length	Height	Gross Weight (pounds)	Top Speed (mph)	Range (miles)	Ceiling (feet)
Gloster F.8	37' 2"	44' 7"	13' 0"	15,700	598	600	43,000
Piper L-18	35' 3"	22' 4½"	6' 7"	1,500	110	450	13,500
Tachikawa Ki 55	38' 8¾"	26' 3"	11' 11¾"	3,660	216	750	26,740
Helicopters							
Bell H-13	35' 1"	27' 4"	9' 6"	2,600	85	200	13,000
Hiller H-23A	35' 5"	27' 9"	9' 9½"	2,700	82	224	13,200
Piasecki HRP	41' 0"	54' 9"	14' 11"	6,907	99	265	8,530
Piasecki HUP-1	35'	31' 10"	12' 6"	6,005	120	273	12,467
Sikorsky H-5	49' 0"	40' 10"	13' 0"	4,989	103	298	11,000
Sikorsky H-19	53' 0"	62' 7"	13' 4"	7,200	100	400	11,000

ing banana" because of the unusual shape of the twin-rotor fuselage, the Piasecki helicopters, were at the time of their debut, the world's largest. The twin-rotor layout permitted loads to be distributed within a wide center of gravity. A 525-horsepower Continental engine powered the aircraft.

Piasecki HUP-1/-2. Smaller, cleaner and more compact than the HRP-1, the HUP-1 retained the twin-rotor configuration but offered much improved performance. It performed well in Korea for transport and rescue, and it operated from aircraft carriers to pick up downed pilots.

Sikorsky H-5/HO3S-1. The Sikorsky Model 51 was a development of the pioneering R-4 and R-5 models. It served the Air Force as the H-5 and the Navy as the HO3S-1. Although most were powered by 450-horsepower Pratt & Whitney R-985 engines, some received larger Pratt & Whitney R-1340 engines of 600 horsepower and were fitted with a larger diameter main rotor. Other variants included HO4S-1 and HRS.

Sikorsky H-19. The Model S-55 helicopter was built in large numbers by Sikorsky and served with the U.S. Air Force and the U.S. Army as the H-19, with the U.S. Navy as the HO4S-1, and with the Marine Corp as the HRS-2. Powered by the 600-horsepower Pratt & Whitney R-1340, these helicopters were used as troop transports, for carrying cargo, for recovering damaged vehicles and even for clandestine "exfiltration" of secret agents from behind communist lines.

Aircraft of the Democratic People's Republic of Korea (DPRK, North Korea) and People's Republic of China (PRC, Communist China)

Ilyushin Il-2 and Il-10. The famed Sturmovik was said by Stalin to be as important as " air or bread" to the communist army as a ground-support aircraft in World War II, and so it was. The Il-2 was powered by a variety of engines, with later versions receiving the liquid-cooled Mikulin AM-38F of 1,770 horsepower. It was succeeded by the Il-10, which looked much like the Il-2, but was a very different aircraft. With its 2,000-horsepower AM-42 engine, it proved to be even more effective, and was well liked by air and ground crews. Nearly as many Sturmoviks (estimated at about 40,000) were produced as the PO-2, and many were sent to Soviet client states. Heavily armored, it was difficult to shoot down, but it found no place during the Korean War, in which U.S. air superiority prevented its effective use.

Ilyushin Il-28. Although never used in combat, the Beagle was in place on Manchurian airfields and, as such, represented a considerable threat, particularly to U.S. carriers. The Il-28 was powered by two Klimov RD-45 turbojets of 5,000-pound static thrust. The aircraft was efficient and reliable and widely used through out the Soviet bloc.

Lavochkin La-7 and La-11. Developments of the wartime series of Lavochikin fighters, the La-7 and L-11 were used extensively in the Soviet Union and by client states. The La-11 was the last of the piston-engine Lavochkin fighters, being powered by a 1,775- horsepower Shvetsov M-82FN radial engine. A tandem version of the La-11 was the La-11-UTI. The La-7, La-11, and La-11-UTI had similar dimensions and performance.

MiG-15. The MiG-15 stunned the Western world when it was introduced into combat in Korea in November 1950. It was a precursor of the future for air and space technology in the Soviet Union, which would go from triumph to triumph in aeronautical design. The MiG-15 first flew in December 1947 and was powered by the RD-45, a 5,000-pound, static-thrust, Soviet-built version of the Rolls-Royce Nene. While the MiG-15 was on the short end of a seven-to-one victory ratio in combat with the F-86, it wreaked havoc with lesser aircraft, including the B-29 and F-84.

Polikarpov PO-2. While no exact statistics exist, the Polikarpov PO-2 is generally conceded with the Il-2 Sturmovik to have been one of the two aircraft manufactured in greater quantity than any other in history, as many as 41,000 having been built. It was affectionately called

North Korea and Chinese Aircraft Specifications

Aircraft Specifications:

	Span	Length	Height	Gross Weight (pounds)	Top Speed (mph)	Range (miles)	Ceiling (feet)
Gloster F.8	37' 2"	44' 7"	13' 0"	15,700	598	600	43,000
Piper L-18	35' 3"	22' 4½"	6' 7"	1,500	110	450	13,500
Tachikawa Ki 55	38' 8¾"	26' 3"	11' 11¾"	3,660	216	750	26,740
Ilyushin Il-2	47' 10¾"	38' 3½"	13' 8"	14,021	255	496	15,000
Ilyushin Il-10	43' 11½"	36' 3½"	13' 8½"	14,407	329	497	23,790
Ilyushin Il-28	70' 4½"	57' 10¾"	21' 0"	46,297	559	1,350	40,300
Lavochkin La-11	32' 7¾"	28' 2½"	9' 2"	8,810	429	466	33,640
MiG-15	33' 1"	33' 2"	12' 1¾"	7,456	652	882	49,869
Polikarpov PO-2	37' 4¾"	26' 9¾"	10' 2"	1,962	93	250	13,125
Tupelov Tu-2	61' 10½"	45' 3½"	14' 11"	18,257	342	870	29,500
Yakolev-9	32' ¾"	28' ½"	9' 8½"	6,830	435	550	34,450
Yakolev-15	30' 2¼"	28' 9¾"	8' 0"	5,809	505	220	43,800
Yakolev-18	33' 9½"	26' 5¼"	8' 0"	2,425	154	652	13,123

A flight of U.S. Air Force F-84Thunderjets flies over Korea in formation.

Kukuruznik (“ corn cutter”) by the Soviets. First flown in 1927, it served in World War II and in Korea in a variety of roles, powered by an M-11 engine of 115 horsepower. It became notorious as “ Bed-Check Charlie” on night bombing missions. Intended more to harass and force defenders to lose sleep than to do damage, the PO-2 was very effective.

Tupelov Tu-2. This handsome twin-engine bomber first flew in 1943, and some 3,000 were built in a wide variety of marks. It was powered by two 1,850-horsepower A SH-82 radial engines. As with the MiG-15, it was supplied to many of the Soviet Union’s client states. Despite having the MiG-15 to back it up, the Tu-2 never was a significant threat to UNC forces during the Korean War.

Yakolev-9. The Yak-9 was the most important Soviet fighter of World War II, and it served after the war in many of the Soviet Union’s client states. Powered by a liquid-cooled 1,620-horsepower Klimov VK-107A engine, the more advanced Yak-9U was a highly maneuverable fighter, and, despite being sparsely equipped, it was otherwise fully up to Western standards of performance. More than 33,000 Yak fighters of all series were produced, including almost 17,000 Yak-9s.

Yakolev-15. A simple single-engine jet fighter based essentially on the Yak-3 piston engine forerunner, the Yak-15 was powered by an RD-10 engine of 1,980-pound static thrust. It had a modest performance and only a few hundred were built. It was followed by the essentially similar Yak-17, which was slightly heavier and had a tricycle landing gear.

Yakolev-18. From the flight of the prototype in 1945, the Yak-18 has been used in a variety of roles, from basic training to aerobatic competition. The Yak-18 was essentially a PO-2 replacement and was used by both civil and military air components in the Soviet Union and its client states. It was also offered for sale outside the communist bloc. The Yak-18 used in Korea had a 160-horsepower M-11FR radial engine with a pressed aluminum helmeted cowling.

—Walter J. Boyne

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